

## PLANTERS FATTEN ON THE SWEAT AND CURSES OF THE LABORERS THEY HALF STARVE

So Declares Democratic Orator at Aala Park Rally—McCandless' Address Was Blatant Misrepresentation.

It would be giving too much credit to L. L. McCandless and some of his speakers to say that they are ignorant of the facts concerning which they purport to talk. They can not be as ignorant as they appeared last night at the "grand Democratic rally" at Aala Park, when some of the rankest and most deliberate misrepresentations were made by the orators to several hundred people after the rain started and five times that many before the Nuuanu clouds began to spill.

McCandless said, for instance: "If you want this country flooded with laborers, who will take the work away from you, vote for the Republicans, who are holding open the door; but, if you want to have door shut and these people kept out, vote for the Democrats."

He did not tell the voters before him that neither Republican nor Democrat could prevent the planters from bringing to Hawaii as many Porto Ricans and Filipinos as they wished, without anyone being in a position to say what men and how many should come. He only promised to shut the door on immigration. He made that promise in Hawaiian in the same tone that he would have promised to prop open the door of heaven if he had thought it would catch a vote.

He told his hearers that the Russians were only getting a dollar and a half a day on the waterfront when the Hawaiians used to get two dollars, but he didn't say that not even a Russian would work for the wages he is paying his own men at Waikane, where a Hawaiian luna gets but twenty-two dollars a month. He did not state that the general wage rate for labor around Honolulu today is higher than when the first Russians landed, with work more plentiful.

He held up as an example to be followed, the way the United States treats the Indians, stating some most extraordinary things to the effect that the Indians got the pick of the land from the white settlers who first came to the United States, and that they were ever treated with great kindness by the American government. He did not tell how the American soldiers hunted the Indians out of all the best lands, herded them on reservations, refused to allow them any of the rights of citizenship, tabued strong drink for them all, would not allow them to travel without written permission and kicked them from one reservation to another as fast as the white men wanted their land.

If it was not that McCandless did not know the truth that made the pity of the meeting last night. It was the fact that he did know the truth, but preferred not to speak it that was sickening. Many a disgusted person left Aala Park last night, disheartened at the spectacle of some hundreds of credulous Hawaiians being deliberately and knowingly misled.

### Pacheco's Wild Talk.

M. C. Pacheco delivered an address in which he voiced the desire of the Democratic party to prevent further immigration into this country until the plantations would be forced to pay "a living wage." He denounced immigration as something that would only take the bread out of the mouths of the people already domiciled in the Islands. He harangued generally against the planters, "who are starving the people," and stated that the campaign of the Advertiser was only designed by L. A. Thurston in order that he could have more labor and make Olua stock worth par.

As a further evidence of something he furnished a certificate of stock in Olua, which he said was worth \$2000 face value, but would only sell now at \$450. Evidently he regarded any attempt to make it worth more to him as something terribly wicked on somebody's part, although the fact that it was worth now less than he paid for it was worse.

He put himself in evidence as a sample of what the son of a Portuguese immigrant could amount to, then declared that Hawaii wanted no more of that kind of people. In a way, he was right, but unfortunately there are other Portuguese in Hawaii concerning whom the people may judge.

With a final fling at the plantations, a last denunciation of the rapacious planters and a loud appeal to the voters to elect him and "force wages up," he concluded.

What Pacheco couldn't think of to say, the interpreter supplied.

### A Big Meeting.

The meeting at the start was a large one, but singularly little enthusiasm was shown. On the platform were arranged the Democratic candidates, all laid back, together with some other prominent members of the party, including C. W. Ashford. Mr. Ashford was one of the first speakers, delivering an anticipation address, paying particular attention to the Inter-Island company and the Wireless company.

Just about the time for McCandless to talk, the heavens began to weep and the majority of the crowd scattered for home. A fairly large number, under the circumstances, remained, however, to listen to what the Democratic leader had to say.

Among the interested listeners were Prince Kuhio, John C. Lane, R. W. Ringle and others of the Republican candidates, who had returned from the other side of the island.

The Speeches.

Clarence Ashford was the first speaker



"LINK" McCANDLESS.

## CREW BATTLED FOR THEIR LIVES

The Schooner Ethel Zane Almost Lost—1500 Ties Jettisoned.

Taking in water at the rate of thirteen inches an hour, with the pumps barely equal to the task of keeping the water down to this alarming rise, and with the crew almost exhausted with their efforts to save their own lives, the American schooner Ethel Zane put into port Thursday night, and is at present being kept afloat by an electric pump which was installed last night. The Ethel Zane left Hilo for Redondo, California, with a cargo of ohia railroad ties for the Santa Fe railroad, and after being out nine days ran into a gale which nearly sent her to the bottom.

After battling with the gale it was discovered that she had sprung a leak and was filling rapidly. When the gale began to subside the captain put her about and sailed for Honolulu. The crew worked night and day at the pumps, but the water continued to rise and grave fears were felt then that she would not keep afloat long enough to get in sight of Oahu. It was believed aboard that not only one leak was responsible for the inpour of water, but that her seams had opened up in many places. The heavy ties, like lead, seemed to menace the boat itself as had ties on the Prosper and Aloha before, both of which had to put back to Honolulu for repairs.

During the height of the gale the captain ordered the crew to jettison the cargo and about fifteen hundred ties were thrown into the sea.

Finally late on Thursday the Ethel Zane arrived off port with signals of distress set and she was towed into harbor and moored at a wharf. The pumps, however, had to be kept going. A survey board consisting of Captain Macaulay, Captain Clark and T. Lyle was appointed to inspect the vessel. They have recommended that the vessel be unloaded and repaired here. This will probably take some time as the board discovered that there is a general leak all over the hull; the butts are loose, the garboard streak is letting water in by the ton and wooden pegs all over are loosened, and a part of her rigging has been broken.

## GENERAL POTTS A PASSENGER ON THE KOREA

Brigadier-General Ramsay D. Potts, who has been commanding the department of Luzon, Philippine Islands, will be a through passenger on the Pacific Mail steamship Korea next Friday, en route home where he will be retired in the early part of November. His retirement will cause the promotion of Colonel Macomb, and on reaching the general grade, General Macomb will come to Honolulu to assume command of the new district of Hawaii.

General Potts has been ill for some time and was a patient at the division hospital in Manila. Colonel Hatfield, Thirtieth Cavalry, took over the duties of department commander during this time.

## SEISMOGRAPH WORKS THIRTEEN HOURS

SANTA CLARA, California, October 16.—Seismographic instruments located here yesterday recorded violent earthquake shocks and seismic disturbances lasting thirteen hours. The shocks were a great distance from the instruments. They began first at six o'clock in the morning and did not cease until seven last night. The center of the shocks appeared to be in a general northeasterly direction from this place but their exact location can not be determined.

## QUARRY PLANT TO BE BIGGEST YET

A \$30,000 quarrying plant will arrive here about November 1st for the Honolulu Draying and Construction Company, and will be located near the baseball grounds at Kaimoili.

The plant will have a capacity of about 800 yards of rock and sand per day, much larger than any other plant now being conducted here. There will also be storage bunkers of a thousand yards capacity. The company will be able to handle all kinds of rock material, for house construction and street paving.

The quarry will be one of the most important additions to the city's plants for turning out rough material.

The Bitulith Paving and Construction Company is now erecting the plant which arrived here on the Virginian on Thursday, and within a few weeks will be ready to handle any street paving job. The bitulith material is for permanent streets, such as the board of supervisors has already gone on record as wanting for Fort street.

## IMPROVEMENT OF DOCK FACILITIES

Both Federal and Territorial Money Will Be Used to Prepare for Growing Shipping.

In addition to the \$200,000 which the federal government will expend on dredging and cleaning up the harbor basin and clearing the channel, the Territory will also expend between \$150,000 and \$200,000 in dredging the harbor slips and remodeling and dredging out slip extensions.

The present Matson wharf is to be lengthened and the slips also extended up toward Queen street, the job taking in the site of the Brewer building, razed a few months since.

All the slips will have to be dredged, as many of them have been filling rapidly. The Hackfeld wharf slips may also be dredged, as the Matson Navigation Company is taking over the old Hackfeld wharf, where the shed will be extended to nine hundred feet in length, so that two of the company's largest vessels may berth in the same slip at the same time and work cargo.

### Bids for Federal Dredging.

On November 2 bids will be opened at the office of Major Winslow, Corps of Engineers, for dredging the harbor and channel under the federal appropriation. All the contractors who are equipped with dredgers are making tenders for this work. The Hawaiian Dredging Company, although up to its ears with the work at Pearl Harbor, where it has a fleet of five machines at work on the bar, channel, harbor and drydock, may be one of the bidders, while Hoogs & Belsler, who have one machine already and another yet to be built, will be in the field also.

About seventy thousand cubic yards of material are to be taken from the channel, and from the upper end of the harbor sixty thousand yards are to be delivered to the Oahu Railroad and Land Company for filling purposes on some of its lands in the vicinity of the harbor.

### Insufficiency of Wharves.

As to wharves, the growing importance of the harbor indicates to those in the shipping business that there is an insufficiency of wharf space for the better class of liners now entering the harbor. The Matson Navigation Company has outgrown the wharf where it has operations and has taken over the old Hackfeld wharf. Old as it is, the wharf will have to be remodeled and brought as nearly up to date as possible, owing to the vast increase of its business. The Hackfeld wharf is not well situated for passenger business, being far from the street car lines and inconvenient in rainy and muddy weather.

The government may have a proposition laid before it shortly that wharves be built by corporations having shipping interests, on the understanding that a refund be made by the legislature for whatever outlays are made. The time is growing short when the two American continents will be divided by a ship canal, which will be the medium by which great Atlantic passenger liners will pass into the Pacific and out to China via Honolulu. Four years from now is the time set for opening the canal. It takes nearly two years to build a big wharf here. Delays shorten up the time, and when 1914 arrives, under present plans, the wharves will not keep pace with the demands.

## JAPANESE SQUADRON HEADING FOR U. S.

TOKIO, October 16.—The Japanese naval training squadron, consisting of the cruisers Asama and Kasabi, with over one hundred cadets on board, sailed yesterday from Yeddo Bay for San Francisco. They are due in San Francisco on November 19 but will spend one week at Honolulu, from the second to the ninth, and participate in the celebration of the Mikado's birthday. They will make a leisurely trip in order that the cadets will have ample opportunity to become acquainted with their duties.

## UNDER ARREST FOR KILLING RINGMATE

MONRO, Oklahoma, October 15.—"Kid" Fisher, the noted prizefighter, is dead, as a result of injuries received in a bout with Frank Hall last night. Hall had been placed under arrest.

## EPISCOPALIANS WILL NOT CHANGE NAME

CINCINNATI, Ohio, October 15.—The Episcopal House of Deputies in session here today defeated by only one vote, a proposition to change the name of the church to the "Holy Catholic Church."

Manager Nowell of the Sugar Factors Company yesterday announced the total amount of sugar handled by them so far this season to be 423,600 tons. With the exception of 23,000 all this was sold above four cents in the main land markets. C. Brewer has yet another shipment going, as has F. A. Schaefer & Co. and Hind, Ralph & Co.

## CROSSING OCEAN IN BIG BALLOON

Wellman's Airship Has Fuel for Fifty Days—Also Carries a Lifeboat.

ATLANTIC CITY, October 16.—Walter Wellman, who left here yesterday for Europe in his airship America, reports by wireless that he has reduced his speed to fifteen knots an hour, in order to save gasoline.

His air craft carries enough gasoline for fifty days' supply at slow speed, and has on board provisions to last thirty days. The party is also carrying a twenty-seven-foot lifeboat as a precaution against accidents while over mid-ocean.

### Auspicious Start.

Accompanied by five others, Wellman started from here early yesterday morning to fly across the Atlantic. Wellman has spent months in preparing for the start. There was great excitement as his big airship began its hazardous journey.

Yesterday afternoon Wellman wirelessed in that all was well, and that he was making twenty knots an hour. He expressed confidence in being able to reach the shores of Great Britain.

### Wellman's Airship is a Dirigible Balloon.

Wellman's airship is a dirigible balloon, similar to that in which he proposed to attempt to reach the north pole. It is named the America, as was his north pole balloon.

After several failures in the polar regions, Wellman gave up the attempt after Lieutenant Peary had discovered the pole, and resolved upon an effort to make the first transatlantic airship voyage. His journey is being watched with intense interest on both sides of the Atlantic.

### Honolulu Man Aboard.

Although the cablegram received yesterday did not state that Melvin Vaniman is aboard the airship America, he was one of the crew expected to accompany Wellman in his attempt to cross the Atlantic. Vaniman was formerly a resident of Honolulu, an expert photographer whose panoramas of Honolulu were sent to all parts of the world to promote tourist business. He was the first to obtain a panorama picture of the harbor, and this was taken from the masthead of a ship at anchor in the bay. The camera he used was built by himself and the picture was taken from the topmast of the bark Gerard C. Tobey. At one time Vaniman was an actor and known on the stage as Melvin, appearing with E. H. Sothern in "An Enemy to the King."

In a recent interview Vaniman said he believed the voyage across the Atlantic could be made in four days, and six days at the longest. The America is the largest dirigible yet constructed, other than the largest Zeppelin, but will lift twice as much as the Zeppelin. He expressed the opinion that the chief difficulty on the trip would be the various changes of temperature upon the lifting power of gas. The America is of the semirigid type of airships. The vessel is built for endurance rather than for speed, and is constructed so that it can be taken to pieces and transported.

Vaniman was the constructor of the America, and is its engineer.

### Scheme an Old One.

In 1872, John Wise, a veteran aeronaut, and John Donaldson, one of a later school, entered into an agreement with the New York Daily Graphic to cross the Atlantic in an ordinary balloon. Arrangements were made with the Domestic Sewing Machine Company, whose main office was at the corner of Broadway and Union Square, New York, for sewing the material necessary to construct the bag.

The Graphic was the first paper in the United States to use a rapid reproduction process of engraving and illustrations of the events connected with the preparations were published in the Graphic every day. Before the bags, there were to be two of them, were made, Wise, who was a conservative manbird, disagreed with his colleague, Donaldson, as to a minor detail and the trip was never begun.

The plan included a small balloon which was to have a position half way to the top of the big bag. This was to be used by Donaldson, who was a finished acrobat and rope walker, in going up to the valve, should the occasion require at any time during the long journey. It was so fixed that the smaller bag could be drawn down to the basket and while sitting in a b'swain's chair the young man would be raised to the necessary elevation.

Some years later Donaldson went up in a balloon with a reporter named Greenwood, starting from Chicago. They were never heard from and it is supposed they fell into the lake. Wise, who was the oldest in the profession, also lost his life in a balloon venture.

## FRENCH RAILROADS TO TREAT WITH OPERATORS

PARIS, October 15.—The railroad affected by the strike have agreed upon an advance in wages, and hope to make terms with the men. No agreement has been reached yet, however, and the situation is still serious. Strikers are attacking the trains, which the companies are forcing through.

## CITIES CHEAT TO APPEAR BIG

Census Returns Show That Ten Communities Have Padded Their Figures.

## SECOND COUNT IS NECESSARY

Tacoma Leads in the Fraud, Adding 30,000 to Her Actual Population.

WASHINGTON, October 16.—Checking in the census returns has resulted in the discovery that over ten of the largest cities returned fraudulent figures greatly raising the reports of their actual population.

The discovery necessitates the ordering of a second enumeration at a great expense and delay to the government. Those cities so far noted with padded returns are Tacoma, Seattle, Aberdeen, Portland, Minneapolis, Boise and Fort Smith.

Tacoma's returns presented the worst example of fraud of those cities mentioned, over 30,000 being added to her actual population. The census returns from that city, as they stand at present, read 82,972, which is an increase of 45,259 over the figures of the 1900 census.

Careful examination of the detailed returns of the census agents have resulted in the discovery of what is believed to be an excess of 33,296 over the actual population, making the real population of the city 49,676.

President Taft has written to E. Dana Durand, director of the census, to commence prosecution at once of those responsible for the frauds.

## INSURGENT LEADER FIGHTS LAST FIGHT

FORT DODGE, Iowa, October 16.—Senator J. P. Dolliver of Iowa, a central figure in the last few sessions of congress, died here yesterday of dil-



SANATOR DOLLIVER.

tion of the heart. Dr. Van Patten, the attending physician, was examining him at the time of his death, which came suddenly.

Jonathan Prentiss Dolliver, Republican, of Fort Dodge, Iowa, was born near Kingwood, Preston County, Virginia (now West Virginia), February 6, 1858; graduated in 1875 from the West Virginia University; was admitted to the bar in 1878; never held any political office until elected to the fifty-first congress as a representative from Iowa; was a member of the house also in the fifty-second, fifty-third, fifty-fourth, fifty-fifth and fifty-sixth congresses; August 23, 1900, was appointed United States senator to fill the vacancy caused by the death of Hon. J. H. Gear, and was elected January 21, 1902, to succeed himself, over John J. Seerley, Democrat, by a vote of 120 to 26. Re-elected in 1897. His term of service would have expired March 3, 1913. He was one of the most prominent "Insurgent Republicans" in the country, and took a leading part in the issues which brought about insurgency.

## BLOODHOUNDS CHASE FIGHTER'S MURDERER

SPRINGFIELD, Missouri, October 16.—Stanley Ketchel, welterweight champion of the country, died here last night from bullet wounds inflicted by a ranch hand with whom he had quarreled. Posses are now scouring the country for the murderer, bloodhounds being on his trail.

Ketchel was twenty-three years of age, and had wrested the title from a score of champions, among them being Billy Papke. He was a Polish-American.

## CRITICAL SITUATION ONCE MORE IN NICARAGUA

NEW ORLEANS, October 16.—Reports from Nicaragua indicate that disorders have broken out in Managua, the capital, and that the situation there is extremely critical.